



February 20, 2004

**DESIGN MEMORANDUM No. 04-01**  
**TECHNICAL ADVISORY**

**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/ Anthony L. Uremovich  
Anthony L. Uremovich  
Design Policy Engineer  
Contracts and Construction Division

**SUBJECT:** Intersection Sight Distance at Divided Roadway

**COMPLEMENTS:** *Indiana Design Manual* Sections 49-6.01, 49-6.02, and 49-9.02

**EFFECTIVE:** July 20, 2004, Letting

The use of a truck-height median barrier may limit sight distance typically at an intersection. Therefore, the designer should check the intersection sight distance (ISD) as described in Section 46-10.03 and 49-9.02(04). If sight-distance requirements cannot be met, the barrier height must be tapered to the common height as described in Section 49-9.02(02) as it approaches the portion of the barrier to be placed within the sight triangle. A common-height barrier and impact attenuator may be extended into the sight triangle outside the limits of public road crossovers and shoulders, but must not extend beyond the stop line into the intersection. The attenuator to be used is type SD, which is an energy dissipation device that has redirective capability on two sides. It is appropriate for TL-1, TL-2, or TL-3 installations. Its height does not present the sight distance limitations caused by a taller attenuator. Consideration should also be given to the ISD required for vehicles turning right on a red signal indication after stopping.

Impact attenuator type SD is a pay item with the pay unit Each, and code numbers and pay item names as follows:

601-08144	Impact Attenuator, SD, W1, TL-1
601-08146	Impact Attenuator, SD, W1, TL-2
601-08147	Impact Attenuator, SD, W1, TL-3

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